Lee Price

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Objective

To obtain a position as an aircraft mechanic or inspector

Experience

Senior Lead Mechanic

August, 2004 – Current; Empire Aerospace; Hayden, Idaho

- Responsible for inspection of all composite panels.
- Responsible for all contract mechanics in composite shop.
- Responsible for oversight of all repairs of composite materials including fiberglass, kevlair, carbon graphite, and metal bond.
- Responsible for professional interaction with ATR-42/72 representatives.

Non-Aviation Employment – 2002-2004

- Keller Williams Real Estate, Real Estate Agent
- Zip Trip Convenience Store, Clerk
- URM Food Distribution Warehouse, Inventory
- Honeywell, Inspector

Crew Chief

November, 1998 – March 2002; Rocket Engineering, Spokane, WA

1. Extensive structure work on Piper/Malibu Jetprop Conversion
2. Cutting away of aircraft firewall and installation of new access door in firewall.
    - Relocating fuel filter on firewall.
    - Relocating heat exchanger on firewall.
    - Custom fitting of new carbon graphite cowling.
3. Access Door
    - Installation of new access door in aircraft side.

    Work involved careful layout dimensions and cutting new opening in side of aircraft. Great care was taken so as not to damage existing stringer and ribs, also existing holes had to be "picked up" when installing new door support ring. Door location was in curved area of aircraft and if precision was not used door would bind up.
4. *Fuel Tank Mod*
    - Cutting into top of wing for installation of additional fuel filler ports.

    To increase usable fuel new filler port had to be precisely located and sealed correctly to prevent leakage.
5. Pitot Tubes
    - Pitot tube rework included removal of existing pitot tube from under right wing, patching the old hole and then relocating the pitot tube to the wing tip.

    Great care had to be exercised. Behind the pitot tube was a mounting bushing which had to be hand cut and shaped for each installation. The mounting bushing had to be aligned with the wing cord while also being flared into the wing tip to look ascetically pleasing. This was repeated by the addition of a new pitot tube on the left wing which added a back up system.

6. Speed Brake
    - Removal of speed brakes and actuators from aircraft and patching of previous opening.

      Location was on top of the wing and quite often very scrutinized by owner/pilot. Patches had to fit exactly and rivet pattern had to look right or owner would complain. Never did I have to do a rework.

7. Instrument Panel Mod
    - After the aircraft conversion from piston engine to turbine engine the aircraft required the addition of new gauges to the instrument panel.

      Each instrument panel was a one-of-a-kind experience. All the new gauges had to be fit but the instrument panels from the factory were not standard. Time was taken to plan best how to move each instrument. After planning the new layout, the instrument panel was cut with the greatest of care. Note: These were executive aircraft and not just training aircraft. The owners could be very demanding and high standards had to be met

Parts and Materials Inspector/Mechanic

October 1986 – May 1998, Northwest Airlines, Minneapolis, MN

- Responsible for the inspection and maintenance of high turbines including inspection of all turbine disks, cases, blades, and linings using NDT Zyglo and detailed visual inspections. Work also included precision measuring equipment with micrometers, verniers, pi tapes, and hardness testers.
- Determining and implementing repair of aircraft parts whether in house or vender appropriate.
- Reassignment of all components after rework to major modules.
- Extensive record keeping.
- General maintenance responsibilities of assembly and disassembly of all modules.
- Test cell operations; including determining acceptance or rejection with troubleshooting and repairs. Engines included were; P/WJT8's, JT9's and 2037's as well as various APU's.
- Assisted in inspection of all incoming parts for composite panels while working with engineers to devise engineering orders.
- Determining cost effectiveness of repairing vs. manufacturing of new parts in autoclave.
- Extensive repairs to carbon graphite flight controls.
- Engine sheet metal, extensive repairs to JT9, JT8 engine cowls.

  Note: During this time I was working with some senior sheet metal mechanics that had a vast amount of experience and I benefited greatly from their expertise.

Education

Pittsburgh Institute of Aeronautics, Pittsburgh, PA

- Associates degree in Aviation Maintenance

Abaris Composite School, Reno, Nevada

- Certification in Phases 1, 2 and 3.
- Structure School –Northwest Airlines

References **References are available on requests**

Your Name
Address, phone, fax, email